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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Chile

SUBJECT Ports of Coquimbo/Los Vilos/Valparaíso/San Antonio/
Talcahuano/San Vicente/Port Facilities/Water and
Fuel Supply/Cargo Handling/StevedoringPLACE ACQUIRED
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I. CoquimboAs of November 1953

- Port Facilities: There are 11 tugs, and there are 106 lighters with a total capacity of 4439 tons. Cargo is discharged only by lighter. The following cranes are available: one - 5 tons; four - 2.5 tons; four - 1.5 tons. There is one heavy lift crane with a capacity of nine tons.
- Cargo Handling: Ten gangs with nine men per gang, load and unload as follows:

<u>Tons Per Gang Hour</u>			
<u>Loading</u>		<u>Unloading</u>	
General	15 tons	General	15 tons
Bulk Ores	18 tons	Lumber	7 tons
		Steel	7 tons

3. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0800-1200	-	50%
1200-1400	50% plus v/of meal	100% plus v/of meal
1400-1800	-	50%
1800-1900	100% plus v/of meal	150% plus v/of meal
1900-2400	50%	100%
2400-0600	100%	150%
0600-0800	150%	200%

These percentages apply only to the ship gangs and not to the lightermen or laborers on the mole. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

ONI review(s) completed.

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As of November 1947

4. Bunkering Facilities: There are no bunkering facilities available.
5. Fresh Water: From 100 to 150 tons of water, obtained from the Eloui River, are available. This water is of good quality for drinking and for boilers and is available by hose from the dock side. Ships must provide 100 meters of 2½" hose and standard coupling for connection with the dock's hydrant. Water is delivered at the rate of 20 tons per hour at a cost of \$4.20 Ch/cy. per ton. There are dock dues of \$200 Ch/cy. per day, over and above pilotage, charged for vessels alongside the dock for the purpose of taking water. Other information dated [] indicates that there is a "good supply" of fresh water available.

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II. Los VilosAs of November 1953

6. Port Facilities: There are three tugs, and 10 lighters with a total capacity of 350 tons. Cargo is discharged only by lighter. No bunkering facilities are available. There is one crane with a capacity of 2.5 tons, but no heavy lift crane.
7. Cargo Handling: There are three gangs with nine men per gang. They can load 16 tons of ore per gang hour. The maximum the port can handle per call per vessel is one thousand tons.
8. Fresh Water: Available only in cases of absolute emergency.

As of November 19479. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0700-1100	-	100%
1100-1300	50% plus \$7 v/of meal	200% plus \$7 v/of meal
1300-1700	-	100%
1700-1900	150% plus \$7 v/of meal	300% plus \$7 v/of meal
1900-2400	100%	300%
2400-0700	200%	500%

These percentages apply only to the ship gangs and not to the lighter-men or laborers on the mole. It is understood, however, that the over-time for both lightermen and shore labor follow somewhat the same percentage scale.

III. ValparaisoAs of November 1953

10. Port Facilities: There are 100 lighters with a total capacity of 10,030 tons, and 18 tugs. Cargo is discharged approximately 70 percent by lighter and 30 percent directly onto the wharves. There are two chutes for bulk ores. There are 13 cranes available - eight - 3 ton; four - 5 ton; and one - 9 ton. There is one heavy lift crane with a capacity of 80 tons.
11. Cargo Handling: There are 70 gangs with 11 men per gang. Tons per gang hour as follows:

<u>Loading</u>		<u>Unloading</u>	
General	8 tons	General	9 tons
Ores	25 tons	Oil in drums	30 tons
		Sugar	30 tons
		Steel	20 tons

Fuel is delivered at the rate of 100 tons per hour.

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12. Wharf Facilities: The three berths for import cargo are numbers 1, 2, and 3. The three berths for coastwise ships are numbers 4, 5, and 6. These can be used for foreign cargo in case of congestion. The cranes available at the various berths are as follows:

<u>Berth</u>	<u>Cranes (Number and Capacity)</u>
1	Four - 5 ton; two - 10 ton
2	Four - 5 ton; two - 10 ton
3	Four - 1.5 ton; two - 7 ton
4 & 5	Four - 1.5 ton; two - 3 ton; one - 7 ton
5	One Hydraulic crane - maximum 70 tons

In addition, there are three automobile cranes, each of 16 tons capacity which can be used at all berths.

Espignón: There are four berths, numbers A, B, C, and D for small coastwise ships. There are seven 3 ton cranes at berths A and B. At berths C and D there are five 3 ton cranes, and at berth D, one donkey 5 ton crane.

Barón Mole: This mole is for the discharge of coal, flammables, and explosives only. There are eight donkey cranes, each with a capacity of three tons.

The maximum amount the port can handle per day is one thousand tons.

As of November 1947

13. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0800-1200	-	100%
1200-1400	100%	200%
1400-1800	- (1400-1600)	100%
1800-2400	50% (1600-2400)	200%
2400-0700	100%	300%

No work is done on rainy days.

Ordinary Days:	Guarantee minimum salary per man	\$62.40
	Hour overtime 1800-2400	11.70
	2400-0700	15.60
Holidays:	Guarantee minimum salary per man	124.80
	1600-2400	23.40
	2400-0700	31.20

If work is started at 1500 or later, the daily minimum salary per man is \$45.50 (that is to the end of the working day, 1600 or 1800).

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As of [] Stevedores do not work during meal hours, but heavy lifts and mail by riggers is allowed.

Percentages above apply only to the ship gangs and not to the lightermen or laborers on the mole. It is understood, however, that the overtime for both lightermen and shore labor follow somewhat the same percentage scale.

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14. Fresh Water: Fresh water is available alongside the dock at the rate of 28 tons per hour (this information is as of November 1953).

Fresh water is available in limited quantities. The water comes from Lake Penuselas and the Aconcagua River and is suitable for drinking as well as for use in boilers. If the water is delivered from the dock, the ship will need 15 meters of 2 $\frac{1}{2}$ " hose. The rate of delivery from the dock is 20 and 35 tons. The cost is \$2.00 Ch/cy. per ton.

There are two water lighters available - the PODEROSO, with a 120-ton capacity, and the MATAQUITO, with a 180-ton capacity. The rate of delivery averages 40 tons per hour according to a ship's receiving pipes. The cost for lighter delivery up to 50 tons is \$750 Ch/cy., over 50 tons \$15 Ch/cy. per ton.

The water supply is limited because of very dry seasons. Water is too scarce to supply vessels at this port at the present time.

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15. Reception and Dispatch: Ships can be received at any hour day or night, but if they arrive after 2000, they will not be worked until 0800 the following day.

[REDACTED] Comment: There is an obvious discrepancy in the information contained in paragraphs 10 and 12 regarding cranes. The correct number of cranes cannot be determined from information available.

IV. San Antonio

As of November 1953

16. Port Facilities: There are 11 tugs, and there are 38 lighters with a total capacity of 3885 tons. Cargo is discharged by lighter or directly onto the wharf. Three cranes are available, two of which have a 1.5 ton capacity, the other having a 3 ton capacity. There is one heavy lift crane with a 20 ton capacity.

17. Cargo Handling: There are 35 gangs with 10 men per gang who operate as follows:

Tons per Gang Hour

<u>Loading</u>		<u>Unloading</u>	
General	15 tons	General	10 tons
Copper Bars	20 tons	Lumber	10 tons
Sack Ores	15 tons		

18. Wharf Facilities: Southern Mole: There are three berths - A, B, and C for large ships. Cranes available are one 2-ton, fourteen 3-ton, and seven 3.5-ton. Central Mole: There are five berths - 1, 2, 3 for smaller ships, and 4 and 5 for large ships. Cranes available are thirteen 2.5 ton, and one 3-ton. Towmotors available are three 1.5-ton and two 3-ton.

[REDACTED] Comment: There is a discrepancy in paragraphs 16 and 18 regarding cranes. The correct number of cranes available cannot be determined from information available.

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As of November 194719. Stevedoring:

<u>Time</u>	<u>Ordinary Days</u>	<u>Sundays & Holidays</u>
0700-1100	-	50%
1100-1300	100%	200%
1300-1700	-	50%
1700-1900	100%	200%
1900-2300	50%	100%
2400-0700	100%	200%

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20. Fresh Water: Water suitable for drinking is available alongside the dock. The quantity available is 60 tons. Ships need approximately 150 feet of 2 $\frac{1}{2}$ " hose to lead the water from the dock. The delivery rate is 5 tons per hour and the charge is \$2.00 Ch/cy. per ton. No water lighters are available in San Antonio. Other information dated [] indicates fresh water can be supplied to vessels at berths A, B, C, and 4.

V. TalcahuanoAs of November 1953

21. Port Facilities: There are 12 tugs, and 75 lighters with a total capacity of 5085 tons. Cargo is discharged either by lighter or directly onto the wharf. There are no oil bunkers. Coal is available at Lota and Coronel 40 miles south. The following cranes are available: two - 1 ton; one - 4 tons; one - 3 tons; one - 7 tons; one - 2 tons; and two - 2.5 tons. The Naval Station has three floating cranes which can be hired for the discharge of merchant ships. The capacities of these cranes are 120 tons, 50 tons and 22 tons. The latter two cannot discharge cargo from the holds of Cargo-2 type ships since their booms are too short. They can only lift cargo from the deck and from lighters onto the dock.
22. Cargo Handling: There are 16 gangs with 11 men per gang, who load 11 tons of general cargo per gang hour, and discharge 7 tons of general cargo per gang hour.
23. Mole 500: This is a Naval wharf, 500 meters long, reserved for the Navy but merchant ships can discharge here by special permit. It has one steam crane with a capacity of five tons.
24. Fresh Water: Fresh water for drinking and boilers is available at all times. Sometimes there is a shortage in the summer months.

As of November 1947

The water is supplied by Chilean Naval tugboats upon request to the Naval Base. These tugboats give priority to Chilean Naval demands. The water is obtained from the Bio-Bio River. It is pure and safe for drinking and boiler purposes. The tugboats are equipped with 2 $\frac{1}{2}$ " hose of sufficient length to service any ship. The ship must furnish the connections between the hose and the ship's pipe. Water is delivered at the rate of 10 tons per hour. The rate is 12 pesos per ton, but the cost usually averages 75 pesos per ton since the water is often delivered during overtime hours when the tugboats are not being used by the Navy. If the water is delivered to a ship anchored out, the water may be furnished by a tugboat with a capacity of 60 tons or a tugboat with a capacity of 30 tons. It requires six hours to load the tugboat, two hours for the trip to and from the ship, and another six hours to deliver the water to the ship.

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VI. San VicenteAs of November 1953

25. Port Facilities: There are no lighters, and cargo is discharged directly onto the wharf. Oil bunkers can be obtained in an emergency. There is one tug. There are three cranes - one electric 5 ton; one 3.5 ton; and one 18 ton. There is one heavy lift crane of 40 tons capacity.
26. Cargo Handling: There are five gangs with 11 men per gang, who load 15 tons of general cargo per gang hour, and discharge 9 tons of general cargo per gang hour.
27. Huachipato Pier: This pier is 825 feet long. The depth of water alongside at low tide is 23 feet, at high tide 26 feet.

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